

# Morning

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# Astorian.

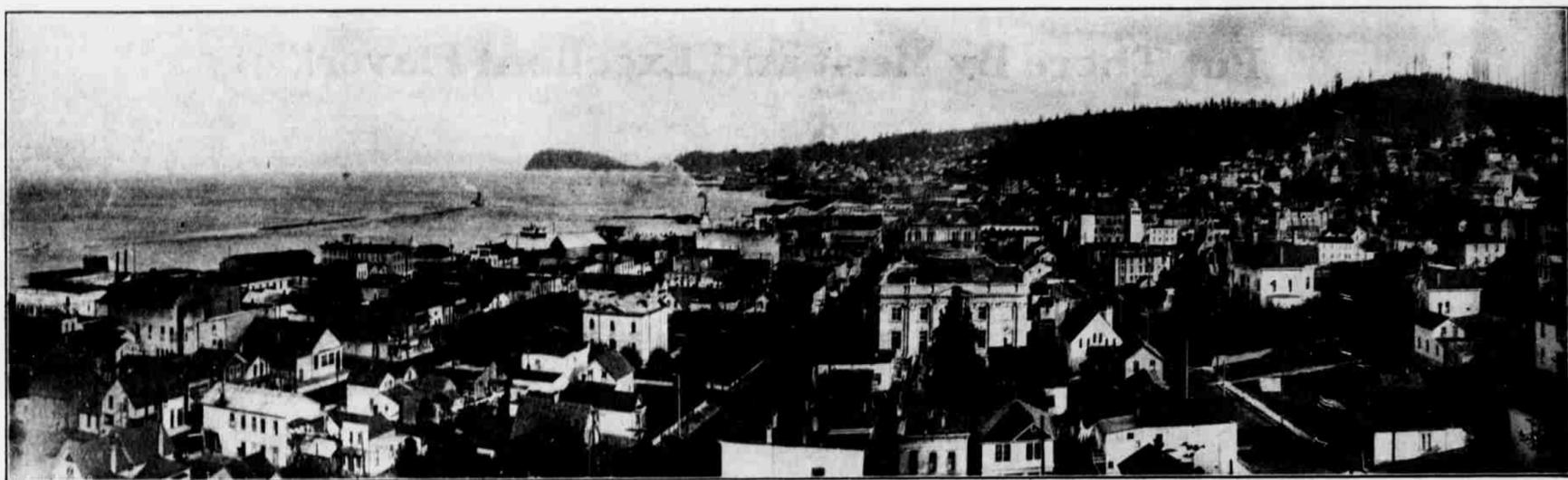
COVERS THE MORNING FIELD ON THE LOWER COLUMBIA

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ASTORIA, OREGON, SUNDAY FEBRUARY 23, 1908

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## ASTORIA—GREAT PACIFIC SEAPORT



**A**T THE sea-end of the great Columbia river; at the foot and front of a down-grade, water-level reach of a thousand miles of commerce; within eleven miles of blue ocean water; upon a magnificent harbor that flanks both sides of the peninsula upon which she is built, and with 15,000 people in her municipal borders, Astoria holds an unique position in the Northwest of America that can never be denied her, howsoever long the key of destiny may be in the turning. The key is in the lock, and the hand of one of the greatest expansionists of the United States is upon the key.

The city has a century of communal life behind her and a place in the rugged history of the Northwest that must make her newer chronicles of success and achievement much easier. And only that she lies 100 miles off the beaten paths of interior railway, commerce have those later annals been repressed in the record; yet, while the larger phases of commercial accomplishment have been retarded, she has forged slowly ahead to prominence as one of the chiefest of the world's salmon and lumber centers, her civic development keeping exact and timely pace with her commercial progress.

At the gateway of the enormous valley of the Columbia and of the vast Inland Empire behind it; with the completion of the new and huge transportation enterprises now afoot, Astoria must figure conspicuously in the unfolding of the gigantic commerce inevitable for the Northwest, and become one of the world's best known sea and rail terminals. The country she stands for is inconceivably rich in a myriad staple commodities, grain, lumber, dairy-products and fish being the principal items of abundance in long list of human supply. These aside from the essential products that come in the wake of population and endeavor and discovery as the world counts these agencies.

The scenic glories of the Columbia culminate about Astoria and contribute greatly to the charm of the place, and this, with the equable climate that prevails the year round, make her notable among the Pacific coast resorts. Nature seems to have begrudged nothing to make Astoria

attractive and successful. Depending upon herself for advancement in her somewhat isolated position, she has aided herself always by cultivating the best of all civic attributes, her local government, her schools, her churches, her social and fraternal agencies, her business and commercial standards, all have been con-

ceived and made to figure prominently in the life and interests of her people, and to leave her a status as a habitable, comfortable, convenient and pleasant dwelling place for the man of industry, of affairs, of leisure and of fixed pursuit, the student, producer, traveler, the merchant, mill-

entures of the times. The acquirement of the Astoria & Columbia River Railway, between this city and Portland, and the building of the Portland & Seattle Railway, known as the "North Bank" line (and which will run from Spokane, via Astoria, to San Francisco, in time to come)

great summer pilgrimage to the coast resorts and mountain camps of the States of Washington and Oregon, and is herself in the heart of the "winey sunshine belt," known the world over as the ideal climate on the hither side of the Rockies. There are from 100,000 to 150,000 people will enter the city from the south and, it is presumed, will make the circuit of the peninsula to the splendid O. R. & N. docks already owned by the system on the north front of the city; or will tunnel the eastern neck of the peninsula and approach their water-frontage by the direct route from Young's River. The road is known as the Pacific Railway & Navigation Company and was started by Mr. Lytle, long known as an able representative of E. H. Harriman in the Northwest. The line starts from Hillsboro, Oregon, and moves to the coast with two terminal objectives, Tillamook Bay and the mouth of the Columbia, the point of departure, being near Buxton on the main line. Some 22 miles of the system have been built and so far as this end is concerned there are not more than sixty miles yet to be constructed. The projectors have already purchased nearly a mile of terminal grounds on Young's Bay immediately south of this city, and have thus secured yard and dock sites on both bay frontages; all of which is very significant and satisfactory to the people of this section, since it gives assurance of the fixed interest of this great system in this particular territory.

Time, and a short time at that, must be relied upon for the developments of this and other projects now certainly headed toward Astoria; and as silence is among the commanding policies of railway projectors everywhere Astoria must be satisfied with the convincing steps already underway and bide the fulfillment of all they promise. It goes without saying however that Astoria and the mouth of the Columbia are inseparably interwoven in the purposes of the builders of these lines and will prosper measurably with their completion. She is working while she waits, and so directing her energies and plans as to meet the exigencies of her triumph and make her concept of the situation dove-tail with the purposes and largess of the builders of the great enterprises now directed to her gates, so that when her hour comes there will be no confusion, no disappointment.



CLATSOP COUNTY COURT HOUSE.

man, the fisherman, everyone that appreciates and needs these things; and a distinct feature of her existence today is that she has fewer idle people than any city of her size on the coast.

She maintains one of the finest systems of public schools in the State and this is augmented by a group of private schools both denominational and non-sectarian; her water supply and service rank with the peerless equipment for which Portland is famous, and it is the property of the municipality; she is in almost hourly contact with the outer world by rail and steamer; the press of city and county suffers nothing by contrast with the same agency in any city of the whole country of her size; she is in instant touch with the hundreds of outlying towns on the sea and river coasts of Oregon and Washington; indeed all her civil, educational, ethical, industrial appointments are on a par with the best demands of the culture of the day and the people.

Astoria has much to hope for from the great transportation schemes now unifying and consummating all around her. President Hill, of the Great Northern and Northern Pacific railway systems is the master-mind behind the negotiations upon the conclusion of which the Columbia Basin will be wholly included in one of the most extensive and composite railway

will give uninterrupted and easy access to the open sea at Astoria, from the grain fields of Oregon, Washington, Montana and Idaho, on the down-grade, water-level, and put the operating companies in supreme mastery of both banks of the Columbia from Portland, Oregon, and from Vancouver, Washington to the sea; while the eastern end of the great grain route is covered by the lines of Portland & Seattle road, one of the best built and costliest railways on the American continent. This latter road will be finished during the early summer and it is then the actual policies of terminal and distributive function will be announced, and without doubt, much to the advantage of Astoria and the mouth of the Columbia, neither of which are likely to be overlooked in a deal of which they are the very crux and objective.

With a salmon business aggregating nearly \$4,000,000 and twenty great canneries on the circuit; with half a score of the finest lumber mills in the country putting millions on millions of feet of choice lumber on the markets of the world, annually, it is not hard to comprehend that Astoria has a pay-roll of 5,000 people and an account between four and five millions of dollars a year; figures which speak potently for a city of her size. Astoria is the very center of the

from the inland valleys of the last four States named who throng hither from May to November, a fair percentage of whom go no further than this city, and vibrate hence to what point may attract them for the day or the hour; and these hosts of people always have the best possible word for the City-by-the-Sea.

Another immense transportation feature of development here is the coming of the Harriman lines. They



CITY HALL, ASTORIA.



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